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Military Surface Deployment And Distribution Command (SDDC)

Rate Filing

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Version 3**

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List of Changes

| Version No. | Description | Revision Date | Page Numbers |
|-------------|---|-------------------|---|
| 1 | Editorial corrections/clarifications to the business rules in the following sections: "Rate Filing Prerequisites", "Rate Submissions", "Rate Cycle and Effective Period of Accepted Rates", "Rate Filing Errors and Rejections", "Acceptance of Rates", "Responsive TSP", "Duality", "DPS Rate Filing Instructions", "Rate Reasonableness", "Historical Tonnage Data", "Volume Moves", "One-Time Only (OTO), Mobile Homes (MOTO) and Boats (BOTO)", "Special Solicitation", "Appendix A, B" as per comments received from industry. | 28 October 2005 | 4,5,7, 9,10, 11-16, 18- 20, 22-24, 27, 33 |
| 1 | Special Solicitation language revised | May 19, 2006 | 17-18 |
| 1 | CFAC error type language revised | June 15, 2006 | 6 -7 |
| 2 | Rate Filing Error Codes, Tonnage language, Rate Filing timeline updated | December 7, 2007 | 5,7,12-13,18 |
| 2 | Added abbreviations for Special Solicitation countries | February 11, 2008 | Table A-4 |
| 2 | Added abbreviations for US Embassies, updated embassy listing for special solicitations | February 15, 2008 | Table A-4 |
| 2 | Clarified delivery method of rejection codes in par. 2.7. | March 5, 2008 | 7 |
| 2 | Clarified Special Solicitation Award | March 10, 2008 | 18 |
| 3 | Editorial corrections and additional clarifications as indicated. Replaced "Families First" with "Defense Personal Property Program" and "Rate Reasonableness" with "Competitive Range" throughout | January 22, 2010 | 3-5; 7-8; 11-12; 21, 36 |
| | | | |

1.0 Introduction

The Department of Defense's (DoD) reengineered personal property program called the "Defense Personal Property Program" will incorporate a new rate filing process. The Defense Personal Property System (DPS) is the computer system that will support the Defense Personal Property Program (DP3). DPS leveraged Commercial off-the-Shelf (COTS) software called "Request for Quote" (RFQ) for the rate filing and processing module. Rates for the domestic and international programs can only be filed in DPS, via the RFQ module. The Defense Personal Property Program will use a "Best Value" approach to distributing shipments. Best Value is based on a Transportation Service Provider's (TSP's) performance and rates. DPS will establish a Best Value Score (BVS) for each TSP-channel combination, based on their Performance Score (PS) and Rate Score (RS) (see the document titled: "Best Value Score" for more details)

This document describes the new rate filing policies effective in the Defense Personal Property Program. Additionally, this document outlines rate filing procedures for all types of shipments, including Domestic Household Goods (dHHG), International Household Goods (iHHG), International Unaccompanied Baggage (iUB), Volume moves, One Time Only (OTO), Mobile Home One Time Only (MOTO), Boat One Time Only (BOTO), Special Solicitations and Frustrated Shipments.

Rates will be filed by TSPs engaging in the movement of DoD and U.S. Coast Guard (USCG) - sponsored shipments of household goods within and outside of the continental United States (the 48 contiguous states and Alaska). TSPs filing rates in response to the SDDC rate tariff and/or tenders will use these instructions in conjunction with tariff and/or tenders modifications to ensure a responsive rate filing.

2.0 General Rate Filing Instructions

These instructions are applicable to all TSPs who are eligible and approved to transport personal property. These rate filing instructions do not apply to NTS, DPM or Intra-Theater tenders.

2.1 Rate Filing Prerequisites

In order to file rates, a TSP must have satisfied all the administrative requirements for DoD qualification; their Performance Score must be at or above the Minimum Performance Score (MPS) prior to filing rates; and they must have a current Certificate of Independent Pricing (CIP)/Certificate of Responsibility (COR). The CIP/COR must be resubmitted annually during the Qualification Open Season.

Any TSP not filing rates for three (3) consecutive rate cycles will have their approval revoked, thereby precluding participation in future rate cycles. Any TSP whose approval is revoked in this manner must reapply during a qualification open season as a new entrant in order to again participate.

2.2 Rate Submissions

Rates must be filed in DPS's Request for Quote (RFQ) module. TSPs are responsible for establishing quality control procedures that permit the review of rates prior to actual submission to SDDC. Failure to submit rates in DPS by the designated filing date and time will result in non-acceptance of the submissions. TSPs are responsible for the selection and actions of their Internet Service Provider (ISP) and/or Rate Filing representative. TSPs are also responsible for any internal company computer security and control/use of issued passwords for access to the DPS system.

For the domestic market, TSPs will file one rate per channel for the entire year. Peak and non-peak seasonal adjustments are incorporated into the 400NG tariff; therefore TSPs filing rates are not required to file a separate rate for Peak and Non-Peak seasons. Each channel rate is comprised of two discounts: the first discount will be submitted for line haul transportation charges and is called the domestic Transportation Related Charges (dTRC) discount; the second discount will be submitted for all Storage in Transit (SIT) and SIT related services (except third party services) and is called the domestic SIT Related Charges (dSRC) discount.

For the International Market, TSPs will file two Single Factor Rates (SFRs): one for Peak; and one for Non-Peak season. The Peak SFR will apply for the period of 15 May to 30 September, and the non-Peak SFR will apply for the period of 1 October to 14 May.

TSPs can file rates on single or multiple channels. However, any rate that is not properly prepared or submitted, in accordance with provisions of this document, will be rejected. (See section on "Rate Filing Procedures in DPS" for details)

There will be two rounds of rate filing. A rate can be filed once per channel per code of service; if that rate is accepted then it cannot be changed or cancelled. Rates rejected in the 1st round may be re-filed in the 2nd and final round (see “Rate Filing Errors/Rejections”). TSPs who did not submit a rate for a specific channel(s) and code of service in the 1st round, will be allowed to submit a rate in the 2nd (final) round. Any rates rejected in the 2nd round for any reason cannot be re-filed until the next annual rate filing. TSPs are therefore encouraged to file all their rates in the 1st round for all channels in which they wish to participate.

2.3 Rate Filing Timeline

SDDC will publish the Rate filing timeline 45 days prior to the annual rate filing cycle.

2.4 Rate Cycle and Effective Period of Accepted Rates

The initial rate cycle will begin at 12AM (midnight) on May 15th, 2010 and end at 11:59 PM (midnight) May 14, 2011 Greenwich Mean Time (GMT). All rates accepted by SDDC will remain in effect for the entire duration of the rate cycle.

The succeeding 12-month rate cycles will be from May 15 to May 14. For example, the 2nd annual rate cycle will commence at midnight on May 15, 2009 and end at midnight on May 14, 2010. If the beginning or ending date falls on a U.S. Federal holiday, the effective date will be the next Government workday.

2.5 Late submission of Rates

TSPs may not submit any rates after the designated deadline date. Rates not submitted by the designated filing deadlines will be rejected, and no rates will be accepted after the 2nd/Final round of rate filing.

2.6 Individual Rate, Tariff and/or Tender

Each individual tariff and/or tender stands alone, is not influenced by prior practices or procedures, and will not be subject to modification prior to and subsequent to the deadline and acceptance stipulated, unless specifically modified by SDDC for the mutual benefit of all parties in writing prior to the tariff and/or tender deadline. Each rate in a market, per channel should be constructed to stand alone without regard to individual rates for other Origin/Destination and Code of Service combinations.

2.7 Rate Filing Errors/Rejections

DPS will perform edit checks and validations prior to TSPs submitting their rates. For example, DPS will not allow alpha characters in numeric rate fields. DPS will allow TSPs to change their rates prior to rate filing deadline, but after the rates are processed and accepted they cannot be changed. For details see “TSP Rate Filing Instructions.”

The rate-filing errors/validations are executed at the end of each round. Rates that are acceptable will be stored in the DPS database. TSPs will be notified of their rate filing errors via email. DPS will display rejected rates, and the reason for rejection.

All submitted rates will be subject to the following validation checks in DPS:

| Error Type | DPS Action | Remark |
|---|---|---|
| Administrative errors | TSPs will be informed of their errors and will be given an opportunity to re-file their rate (only if this happens in the 1 st round of rate filing) – DPS will send error notifications to TSPs both during (bulk file) and after each rate filing round is closed | Rates that are not accepted in the 1 st round can be re-filed in the 2 nd (Final) round. For all domestic channels, discounts that are greater than 99.00% will not be accepted. For international channels, SFRs less than a \$1 will not be accepted. |
| TSP is disqualified | TSPs rates will be rejected | Rates submitted by nonqualified or disqualified TSPs will be rejected |
| TSP is suspended, is in “non-use” or is inactive | Rates will be accepted in DPS if it passes all other checks, accepted rates will not be used until they are placed on the active Traffic Distribution List (TDL). If the rates are not accepted, TSPs will be informed of the errors and will be given an opportunity to re-file their rate (only if this happens in the 1 st round of rate filing) | TSPs that are suspended, in non-use, or inactive will be allowed to file rates, but will not receive any shipments until they are placed on the active Traffic Distribution List (TDL). Rates that are not accepted in the 1 st round can be re-filed in the 2 nd (Final) round. |
| International rates will not be considered complete if a TSP has not filed a Peak and Non-Peak rate simultaneously for each channel | Rates will not be accepted, TSPs will be given an opportunity to re-file their rates (only if this happens in the 1 st round of rate filing) | Rates that are not accepted in the 1 st round can be re-filed in the 2 nd (Final) round. |
| For Special Solicitation channels, complete set of rates are required (all rates From Origin To Destination and back). | Rates will not be accepted, TSPs will be given an opportunity to re-file their rates (only if this happens in the 1 st round of rate filing) | TSPs filing special solicitation rates must submit rates from all CONUS Origin rate areas to the OCONUS Destination location and from the OCONUS Origin location to all CONUS Destination rate areas (for details see the section on the “Special Solicitation”) |
| Validate Common Financial and/or Administrative Control (CFAC) association between TSP(s) that file International rates (same Channel/same Code of Service). Note: Domestic CFAC is validated for Defense Personal Property Program, | For International: If there are multiple rates submitted by TSPs in CFAC for the same channel and COS, all rates will be rejected. TSPs may not re-file for this channel. | |

| Error Type | DPS Action | Remark |
|---|--|---|
| as referenced in the “TSP Qualification” Business Rules | | |
| Submitted rates fail the Competitive Range (CR) check for a channel (For more details see section 2.18 on Competitive Range) | Rates will not be accepted, TSPs will be given an opportunity to re-file their rates (only if this happens in the 1 st round of rate filing) DPS message will indicate if the TSP’s rate was <u>higher</u> than the highest acceptable rate OR DPS message will indicate if the TSP’s rate was <u>lower</u> than the lowest acceptable rate | Rates that are not accepted in the 1 st round can be re-filed in the 2 nd (Final) round. For every domestic channel a TSP must file discounts for both transportation (dTRC) and SIT (dSRC) in order to meet the CR test. If either dTRC and/or dSRC do not pass the respective CR test for that channel; that rate will be not be accepted. |

1st round of rate filing:

TSPs are encouraged to file rates for all channels in which they wish to participate in the 1st Round of rate filing. Rates filed in the 1st round of rate filing that pass the Competitive Range check will be considered final. TSPs will be given one opportunity to correct the following errors: administrative errors; incomplete domestic or international rate submissions; incomplete set of rates for special solicitation channels; and rates not passing the Competitive Range check. These errors can be corrected in the 2nd/final round of rate filing.

2nd / Final round of rate filing:

Rates rejected for **any reason** in the 2nd / final round cannot be resubmitted, and TSPs with rejected rates will have to wait until the next rate filing cycle to submit rates. TSPs who did not submit a rate in the 1st round of rate filing may submit a rate for those channel(s) in the 2nd/Final round.

The following error messages will be shown next to each rejected rate following round 1 and round 2 of annual rate filing:

| Error Code | Description |
|------------|---|
| 1 | Performance score of TSP is below minimum acceptable score. |
| 2 | TSP is part of a CFAC which already submitted rate for the channel and code of service. |
| 3 | TSP is not authorized to work in the market. |
| 4 | TSP intl-rate/dom discount is higher than acceptable high for this channel and code of service. |
| 5 | TSP did not submit both a peak and non-peak rate for this international channel. |
| 6 | Incomplete special solicit rates. |
| 7 | The CIP or COR of the TSP has not been updated. |
| 8 | TSP INTL-rate/DOM-discount is lower than the acceptable low for this channel and code of service. |
| 9 | TSP did not submit both a Line Haul and SIT discount for this domestic channel. |
| 10 | Maximum weight per day too low for volume move bid. |

2.8 Acceptance of Rates

- a. TSP's can see their accepted rate in DPS
- b. SDDC reserves the right to reject any or all offers; to waive informalities and minor irregularities in offers received; to negotiate, accept, or reject initial or subsequent submissions without discussion of rates; to nonuse or cancel any rate upon 15 days notice; and re-solicit rates.
- c. SDDC reserves the right to extend the effective period of rates by 45 days to modify the rate-filing period.
- d. Rate submissions should be based on the most favorable terms to the Government from a price and service standpoint.
- e. It is SDDC's sole intent to solicit responsible rates prepared in accordance with sound business decisions. Rates, which would jeopardize financial viability of a TSP, are not desired.
- f. Individual rates should be constructed to stand alone without regard to rates for other channels. TSPs are encouraged to file rates only between those areas where they desire to serve.
- g. SDDC reserves the right to do on the spot awards, by phone, email, etc.
- h. SDDC reserves the right to initiate and/or modify special negotiations, in manual or automated format, at any time commensurate with requirements. Unique rate filing procedures may be required in those instances where normal automated procedures are not appropriate due to particular circumstances existing at the time. Methods for administratively processing such situations will be provided in the special solicitation instructions. One Time Only (OTO) and Volume Moves are examples of such filings
- i. Although no guarantee is expressed or implied, SDDC will make every effort to protect the confidentiality of rates submitted by TSP.
- j. Specific notice of the nonuse of rates will not be furnished.
- k. TSPs submitting rates are offering their rates for transportation services to the United States Government for the indicated rate cycle under the applicable tariff and/or tenders and tender of service. By submitting rates, the TSP agrees to abide by the rules applicable to the tariff and/or tenders and tender of service.
- l. GSA and DOJ will have "read only" access to DPS.

2.9 Responsive Offers

Competitive rates submitted under this program will be received from DoD approved TSPs.

2.10 Responsive TSP

A TSP meeting the requirements contained in Appendix R (Tender of Service) of the Defense Transportation Regulation DoD 4500.9-R will be a responsive TSP.

By filing rates and certification thereof, TSPs certify they hold the necessary authority and do hereby, offer on a continuing basis to SDDC (to include the military departments of the Government and the Coast Guard, hereinafter called the Government), pursuant to Section

10721 of the Interstate Commerce Act, or other appropriate authority, the transportation services herein described, subject to the terms and conditions herein stated, the property to which rates herein apply must be shipped by or for the United States Government on a GBL/BL.

2.11 Cancellation of Rates

TSPs should carefully review their rates before submitting them in DPS as there is no rate cancellation cycle. TSPs can add, delete, change or correct rates in DPS, prior to the rate filing deadline. A TSP that files rates for any channel in any market may not cancel their rate after it has been accepted by SDDC.

TSPs have the ability to blackout any dates on which they do not wish to receive traffic awards. If a TSP cannot service a channel on a specific date(s), then those dates can be blacked out in advance. Additionally, if a TSP no longer wants to participate in a market (e.g. dHHG, iHHG, iUB etc), they may request their qualification for that market be eliminated under the TSP Qualification module. After these requests are granted, the TSP will no longer receive shipment awards for that market and will be removed from the traffic distribution lists in DPS. However, the TSP must service all shipments awarded and/or currently in the pipeline (e.g. packed or picked up)

Note: DPS has an annual rate cycle. In order for a TSP to participate in a market in which they have requested to be eliminated, they will have to request approval for that market during the next open TSP qualification season. Open Seasons will be announced annually just prior to rate filing.

2.12 Duality

Two or more rates submitted simultaneously for the same TSP, on the same channel, same Code of Service and same rate filing cycle (dual rates), will not be permitted and both rates will be rejected..

TSPs can change their rate(s) as many times as desired prior to the end of each round; the last rate(s) submitted in each round will override all previous rate(s) in the round it was submitted in DPS.

Rates submitted for volume moves are an exception to Duality, in that two rates for a TSP will be permitted to be filed with SDDC from and to the same origin/destination and code of service combination (e.g., one rate for the volume move and another rate for regular channel).

2.13 Name/Ownership change

When a TSP undergoes a name and/or ownership change, the TSP must maintain existing rates. See document titled “TSP Qualifications” for further details.

2.14 Origin Codes

- a. **Domestic:** Origin State must be specified by the appropriate state code representing each state as shown Appendix A. Failure to use the correct state code will result in the rejection of individual rate records *.
- b. **International:** Origin State/Country must be specified by the appropriate code representing each State/Country as shown Appendix A. Failure to use the correct code will result in the rejection of individual rate records *.

* To ensure that TSPs do not use inappropriate codes, DPS RFQ module will list all Domestic and International channels. Codes associated with each state/country. TSPs could only file rates for the channel(s) on which they wish to participate.

CONUS is defined as all points in the United States (except Hawaii). HHG moving between CONUS and Alaska are moved under the Domestic Tariff and UB shipments moving between CONUS and Alaska are moved under the International Tender.

See the section on “Channel” for more information and Appendix A for more details.

2.15 Destination Codes

- a. **Domestic:** Destination region must be specified by the appropriate region code, as shown Appendix A. If a TSP chooses to serve a destination region, then that TSP must serve the destination region in its entirety. Any shipment that originates and ends in the same state will be considered an “Intrastate” shipment (see Appendix A).
- b. **International:** Destination state/country must be specified by the appropriate region code, as shown Appendix A.

See the section on Channel for more information and Appendix A for more details

2.16 Channel (Origin /Destination Combination)

A channel consists of an origin state/country to a destination state/region/country. Each channel equates to a rate area for pricing. International rates are solicited between CONUS and overseas rate areas, between intratheater and intertheater commands. The major channels types include:

- CONUS to CONUS — Origin state to Destination region
- CONUS to OCONUS — Origin state to Destination country
- OCONUS to CONUS — Origin country to Destination state
- OCONUS to OCONUS — Origin country to Destination country

Note: For the domestic market only one Code of Service (“D”) will be used. See document titled: “Shipment Management” Appendix A.2 for more details.

2.17 DPS Rate Filing Instructions

TSPs must file their rates in DPS. See Rate Filing instruction documents (i.e. “**TSP Rate Filing Instructions**” and “**Rate Filing User Guide_TSP Edition**”) posted on the SDDC website and within DPS LMS for detailed instructions for filing rates in DPS.

2.18 Competitive Range

All rates filed will undergo a Competitive Range (CR) check per channel in each market (e.g. dHHG, iHHG and iUB etc) to determine if the rates submitted are acceptable. Each channel will have an acceptable range of rates (an Acceptable High and an Acceptable Low Rate). DPS will establish the acceptable CR range per channel in each market prior to the annual rate filing process.

Any rate that passes the CR check (i.e. falls within the Acceptable High and Acceptable Low rate) will be accepted by SDDC. Rates that are outside of the pre-established range will be considered non-responsive. DPS will reject all filed rates that do not pass the CR check. Rates that are equal to Acceptable High or Low will be accepted.

The CR ranges per channel will not be made public (TSPs will not be provided this information). The accepted rates per channel per market will not be published by SDDC. Rates accepted by SDDC will be effective for the entire cycle. Prior to the 1st cycle of Defense Personal Property Program, SDDC will share with industry the historical shipment data (see section 2.19 below). This data will be shared to assist the TSPs in establishing their rate for the new program. SDDC will not share similar data after the 1st year of the program.

TSPs with non-responsive rates will be advised that they are either above or below the acceptable range. These TSPs will be given an additional opportunity to submit a new rate as part of 2nd/Final round of rate filing. If this new rate is still outside the reasonable range, the TSP will be notified and will not be allowed to submit a new rate until the next annual rate filing cycle. If a TSP only participates in the 2nd /final round, and if the TSP’s rate fails the CR test, then that TSP will not get another opportunity to re-file a new rate.

Competitive Range will apply to international Special Solicitations:

- a. TSPs filing special solicitation rates must submit rates from all CONUS Origin rate areas to the OCONUS Destination location and from the OCONUS Origin location to all CONUS Destination rate areas. Example: If a TSP wants to participate in moving shipments to and from Singapore, they have to file rates from all 52 CONUS Origin rate areas to Singapore and from Singapore to all 52 CONUS Destination rate areas. Therefore the TSP must file 104 rates, if a TSP files less than 104 rates for this CONUS/OCONUS combination, their rates would be rejected.

- b. If any individual filed rate (In the example above the rate filed for each of the 104 filed channels will undergo CR check) is within the CR range then their rate will be accepted; if any single rate is not within the CR range then they will be allowed to re-file one last time in the 2nd/Final round. Note: Rule for TSPs only participating in the 2nd /final round will apply (from the section above).

TSPs with rates that pass the CR range for a channel will have a Best Value Score (BVS) calculated for that channel (for more information see “Best Value Score” document)

2.19 Historical Tonnage/Shipment Data

SDDC will provide qualified TSPs with historical data on the shipments moved in DPS over the preceding cycle. This data will be used for as an estimate for future cycles and to assist TSPs in filing their rates.

3.0 Volume Moves

3.1 General Instructions

DoD will request volume movement rate proposals from DoD approved TSPs via DPS. Volume move requests will be created by PPSOs in DPS and sent to SDDC for review. The SDDC will then initiate the volume move RFQ in DPS. These requests will be sent to eligible TSPs that have rates on file for that channel and/or code of service. TSPs will submit their volume move rates in DPS. DPS will evaluate all submitted rates.

Domestic:

- Rates submitted by TSPs for volume move must be lower than **their** rate on file for that channel in that market (i.e. dHHG market) to be considered responsive.
- DPS will ensure that the TSP’s rate for both components (Transportation and SIT) is lower than **their** rate on file for that channel.

International:

- TSPs will be required to file a SFR that is lower than **their** SFR for that channel in that market (e.g. iHHG) to be considered responsive.

If a TSP does not have an annual rate on file for a particular channel then that TSP will not be allowed to submit a rate for a volume move on that channel.

Primary and alternate TSPs will confirm their acceptance of the volume move by providing their respective Tender Numbers via DPS within 2 working days of the award. Acceptance of rates does not guarantee any offer of tonnage/shipments. TSP’s response binds the TSP to a rate commitment. Alternate TSPs will have the option to withdraw their volume move rate if they do not desire to participate in traffic that is not handled by the Primary.

Primary and alternate TSPs will be required to provide the following in DPS:

| Description | Remarks |
|---|---|
| Tender number | TSP's unique tender number (required) |
| Name of the TSP representative providing the tender number | Required |
| File Number | Optional |
| Trailer Interchange | Optional |
| Percentage of total tonnage the TSP can handle | |
| The amount of tonnage expressed in pounds per day that can be picked up and delivered | |
| The name and address of TSP's agents at Origin | |
| The name and address of TSP's agents at Destination | |
| Foreign flag certification (for International only) | Certificate Number (optional) |
| Issue Date | Date the shipment was awarded to TSP (system generated) |
| Expiration Date | Same as end date (needed by GSA) |
| | |

DPS will establish a Rate Score for all TSPs with acceptable rates and calculate a one time BVS for the volume move. DPS will then rank the TSPs based on their BVS for this request and select the TSP with the highest BVS for the duration of this request as a Primary and also select an Alternate. SDDC will review DPS's selection and make any changes if necessary in two business days.

Note: For Mobile-Home volume moves see the section on OTO, MOTO and BOTO's.

Domestic:

- a. TSPs will be required to submit two discounts off the domestic (400NG) tariff baseline rates (see the section "Rate Submissions" for more details)
- b. The minimum amount of tonnage for volume move is 40,000 pounds per TSP, per day, per channel.

International:

- a. SDDC may request rates on the basis of a single Code of Service or, if warranted, on the basis of mixed modes and Codes of Service with or without additional or included services, as specified in the RFQ request.

4.0 One-Time Only (OTO), Mobile Homes (MOTO) and Boats (BOTO)

4.1 General Instructions

DoD will request OTO RFQ from DoD approved TSPs via DPS. OTO move requests will be created by the PPSO in DPS and sent to SDDC for review, SDDC will then review and make any changes necessary and approve the OTO RFQ in DPS. An OTO can also be created by SDDC. These requests will be sent to eligible TSPs that have rates on file for that channel and code of service. TSPs will submit their OTO rates in DPS.

When the awarded TSP provides clear and convincing evidence that (1) the mistake is based on incorrect Government information affecting the character of the shipment; or (2) the mistake was so obvious that the Government had notice of the mistake prior to award (e.g., lowest bid was \$10/cwt and five other TSP bid between \$100 - \$120/cwt). In both instances, SDDC may allow withdrawal of the bid or correction of the mistake. A TSP's request to withdraw or correct its bid based on the errors above, must be submitted to SDDC within 24 hours of the award and prior to packing or pickup of the shipment. The revised OTO request will be sent to the original TSP. If the original TSP's rate is unacceptable or if the TSP is unable to move the shipment, then the shipment will be terminated and new OTO request will be created in DPS that will be sent to all OTO TSPs. SDDC will make the decision to revise or re-solicit the shipment based on the course of action most advantageous to the Government.

The OTO program will be best value based. -DPS will evaluate all submitted rates; DPS will calculate a one time BVS for that OTO move, for each TSP based on their accepted rate. DPS will then rank the TSPs based on their BVS for this request and select the Primary with the highest BVS for the duration of this request. DPS will also select an alternate TSP for each OTO request. SDDC will review DPS's selection and make any changes if necessary in two business days. TSP will confirm their acceptance of the OTO move and provide a Tender Number via DPS within 2 working days of the award.

For short fuse OTO shipments will have a bidding period of one business day. Short fuse OTO shipments are shipments that have to be picked up within 5 business days. TSPs will have one business day to accept or reject the award and SDDC will have one business day to award these shipments.

When an OTO/BOTO/MOTO request has been approved or rejected with or without a change by SDDC, a notification will be sent to the PPSO that created the original request.

Primary and alternate TSPs will be required to provide the following in DPS:

| Description | Remarks |
|--|---|
| Tender number | TSP's unique tender number (required) |
| Name of the TSP representative providing the tender number | Required |
| File number | TSP use (optional) |
| The name of TSP's agents at Origin | |
| The name of TSP's agents at Destination | |
| Foreign flag certification (for International only) | Certificate number (optional) |
| Issue Date | Date the shipment was awarded to TSP (system generated) |
| Expiration Date | Pickup date + 30 days |

Note: OTO requests do not apply to domestic

Domestic Mobile Homes: Following accessorial rate need to be specified by TSPs as part of their rate tender (these will be in dollars. cents):

- Extra mile (per mile)
- Labor (per hour)
- Waiting time (per hour)
- Mileage Charge
- Tire/Tube
 - Repair (each)
 - Replacement (each)

Domestic (BOTO/MOTO):

- a. TSPs will be required to submit an All Inclusive Flat Charge (Dollars. Cents) for BOTO/MOTO moves (Note: The Flat Charge for MOTO will include all accessories noted on the RFQ, requested items will be included in the all-inclusive flat charge. Regardless of the items requested, prices for all accessories will be submitted, as part of the original bid and used as applicable).

- b. When a shipment is diverted or re-consigned prior to delivery at original destination the following will apply;
 - i. A revised MOTO/BOTO request will be sent to the original TSP. If the original TSP's rate is unacceptable or if the TSP is unable to move the shipment, then the shipment will be terminated and new MOTO/BOTO request will be created in DPS that will be sent to all MOTO/BOTO TSPs
- c. When third party service is required for an accessorial service requested in a MOTO solicitation, the charge will be included in the MOTO rate. The TSP will be responsible for payment of such services without additional reimbursement from the Government
- d. In accordance with the DTR, PPSOs will request a Mobile-home volume move, preferably within 30 days, when moving five or more mobile homes from the same origin and destination combination. Mobile home volume moves will also be used when transferring between on-base mobile home parks or when closing on-base mobile home parks.
- e. Any BOTO/MOTO requests in DPS should be made at least 20 days prior to the required move.

Note: Mobile Homes requests do not apply to International

International (OTO/BOTO)

- a. Rates will include whether American flag or foreign flag service will be provided. When a TSP utilizes foreign flag service or American flag service, which is used in conjunction with a foreign flag feeder, the TSP must identify the foreign flag portion in their bid. Acceptance of a rate with foreign flag routing from SDDC does not grant foreign flag approval. Foreign flag approval must be obtained in accordance with the Tender of Service.
- b. The TSP will include use of foreign flag service and the Air Mobility Command (AMC) and (OCCA) authorization number as part of their acceptance of their award.

After the Fact OTOs (applies only to the international shipments):

These are shipments that need to be diverted to an OTO area while the shipment is en-route. For example, shipment originated in Virginia, USA and booked going to Puerto Rico using international code 4 rates on file, while en-route it is discovered the actual destination should be St Thomas, Virgin Island. If the original TSP does not have a rate on file for the new destination, SDDC/PPSO may choose to request an OTO RFQ to forward shipment to final destination. This OTO request will be sent to the original TSP. If the original TSP's rate is unacceptable or if the TSP is unable to move the shipment, then the shipment will be terminated and new OTO request will be created in DPS that will be sent to all eligible OTO TSPs.

5.0 Frustrated Shipments

5.1 General Instructions

Frustrated shipments do not apply to Domestic program

When it becomes necessary to obtain bids for the movement of frustrated shipments, SDDC, will issue a request for bids announcing the effective dates and name(s) of the involved TSPs. This request will be created in DPS. The estimated volume of property to be moved will be provided in the announcement, if known. The deadline for submission of bids will also be contained in the request.

Bids may be submitted for all ports for both iHHG and iUB or TSPs may choose only those ports and commodity they desire to serve. TSP will submit rates in DPS.

See Appendix B for details on frustrated move data attributes/fields

DPS will notify the Primary and the Alternate TSP of the award. Primary and alternate TSPs will be required to submit their tender number via DPS within 2 working days to confirm their acceptance of the award. Should the Primary default, the alternate TSP will be notified to start service immediately.

Primary and alternate TSPs will be required to provide the following in DPS:

| Description | Remarks |
|--|---------------------------------------|
| Tender number | TSP's unique tender number (required) |
| Name of the TSP representative providing the tender number | Required |
| File number | TSP use (optional) |

6.0 Special Solicitation

6.1 General Instructions

Special solicitation currently does not apply to Domestic program.

All TSPs bidding on Special Solicitation Request for Quote (RFQ) will be required to submit their tender number during their bid during the annual rate filing cycle. All TSPs will be required to provide the following in DPS as part of their bid for each Special Solicitation group (e.g. CONUS To/From Singapore) RFQ:

| Description | Entry |
|--|---|
| Tender number | TSP's unique tender number (required) |
| Name of the TSP representative providing the tender number | Required |
| File number | TSP use (optional) |
| Foreign flag certification | TSP may enter routing and/or foreign flag certificate number (optional) |

DPS will rank all TSPs based on their BVS (Highest to Lowest) for each special solicitation group. TSPs with the highest BVS will be allocated all the shipments for that special solicitation group (e.g., Singapore); Peak and Non-Peak separately. The TSP with the highest BVS for Peak may or may not be the highest BVS for Non-Peak. BVS will not be re-computed for the special solicitation group during the any subsequent performance periods; instead it will only be done one time year, prior to rate filing.

TSP with the highest BVS will be the Primary and all remaining TSPs will be alternates (ranked based on their BVS). PPSO will offer all tonnage/shipments to the TSP ranked first (Primary). DPS will notify the Primary and the Alternate TSPs of the award. In the event the primary TSP cannot accept all tonnage/shipments, the Alternate TSP with the next highest BVS will be offered the tonnage/shipments accordingly. Should the Primary default, the alternate TSP will be notified to start service immediately.

Appendix A

Domestic and International Origin and Destination States and Regions

Domestic

Table A-1. CONUS States

| No | Rate area name | Rate area code | Abbreviated name |
|----|----------------------|----------------|------------------|
| 1 | Alaska (Zone) I | US8101000 | AK1 |
| 2 | Alaska (Zone) II | US8190100 | AK2 |
| 3 | Alaska (Zone) III | US8050500 | AK3 |
| 4 | Alaska (Zone) V * | US8030400 | AK5 |
| 5 | Alabama | US47 | AL |
| 6 | Arizona | US79 | AZ |
| 7 | Arkansas | US60 | AR |
| 8 | California-North | US87 | CAn |
| 9 | California-South | US88 | CAs |
| 10 | Colorado | US74 | CO |
| 11 | Connecticut | US16 | CT |
| 12 | Delaware | US22 | DE |
| 13 | District Of Columbia | US24 | DC |
| 14 | Florida-North | US49 | FLn |
| 15 | Florida-South | US4964400 | FLs |
| 16 | Georgia | US45 | GA |
| 17 | Idaho | US83 | ID |
| 18 | Illinois | US38 | IL |
| 19 | Indiana | US36 | IN |
| 20 | Iowa | US53 | IA |
| 21 | Kansas | US58 | KS |
| 22 | Kentucky | US28 | KY |
| 23 | Louisiana | US64 | LA |
| 24 | Maine | US11 | ME |
| 25 | Maryland | US23 | MD |
| 26 | Massachusetts | US14 | MA |
| 27 | Michigan | US30 | MI |
| 28 | Minnesota | US50 | MN |
| 29 | Mississippi | US48 | MS |
| 30 | Missouri | US56 | MO |
| 31 | Montana | US70 | MT |

* Shipments to/from Alaska (Zone IV), rate area code US8142800, are currently moved as OTO only.

Table A-1. CONUS States (continued)

| No | Rate area name | Rate area code | Abbreviated name |
|-----------|-----------------------|-----------------------|-------------------------|
| 32 | Nebraska | US55 | NE |
| 33 | Nevada | US86 | NV |
| 34 | New Hampshire | US12 | NH |
| 35 | New Jersey | US19 | NJ |
| 36 | New Mexico | US77 | NM |
| 37 | New York | US17 | NY |
| 38 | North Carolina | US40 | NC |
| 39 | North Dakota | US51 | ND |
| 40 | Ohio | US34 | OH |
| 41 | Oklahoma | US62 | OK |
| 42 | Oregon | US85 | OR |
| 43 | Pennsylvania | US20 | PA |
| 44 | Rhode Island | US15 | RI |
| 45 | South Carolina | US44 | SC |
| 46 | South Dakota | US52 | SD |
| 47 | Tennessee | US42 | TN |
| 48 | Texas-North | US66 | TXn |
| 49 | Texas-South | US68 | TXs |
| 50 | Utah | US76 | UT |
| 51 | Vermont | US13 | VT |
| 52 | Virginia | US25 | VA |
| 53 | Washington | US84 | WA |
| 54 | West Virginia | US27 | WV |
| 55 | Wisconsin | US32 | WI |
| 56 | Wyoming | US72 | WY |

Table A-2 lists the states associated with each CONUS destination region.

Table A-2. CONUS Regions

| Region | States |
|-----------|---|
| Region 1 | Idaho, Oregon, Washington |
| Region 2 | California, Nevada |
| Region 3 | Arizona, New Mexico, Utah |
| Region 4 | Montana, North Dakota, South Dakota, Wyoming |
| Region 5 | Colorado, Kansas, Missouri, Nebraska |
| Region 6 | Arkansas, Louisiana, Oklahoma, Texas |
| Region 7 | Iowa, Michigan, Minnesota, Wisconsin |
| Region 8 | Illinois, Indiana, Ohio |
| Region 9 | Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont |
| Region 10 | Delaware, District of Columbia, Maryland, Virginia, West Virginia |
| Region 11 | Alabama, Kentucky, Mississippi, Tennessee |
| Region 12 | Georgia, North Carolina, South Carolina |
| Region 13 | Florida |
| Region 14 | Alaska (Alaska is a domestic Destination for some shipments) |
| Region 15 | Intrastate |

International

International origins and destinations consist of regions, individual countries, and parts of countries. For rate purposes, there are 30 OCONUS regions (Alaska is considered domestic for some purposes and international for other purposes).

Table A-3. OCONUS Regions and Location Codes

| No | Rate area name | Rate area code | Abbreviated name |
|----|------------------------------------|----------------|------------------|
| 1 | Alaska (Zone) I | US8101000 | AL01 |
| 2 | Alaska (Zone) II | US8190100 | AL02 |
| 3 | Alaska (Zone) III | US8050500 | AL03 |
| 4 | Alaska (Zone) V* | US8030400 | AL05 |
| 5 | Australia | AS11 | AU11 |
| 6 | Australia | AS21 | AU21 |
| 7 | Azores | PO01 | AZOR |
| 8 | Bahrain | BA | BAHR |
| 9 | Belgium | BE | BELG |
| 10 | Crete | GR29 | GREE |
| 11 | Germany | GE | GERM |
| 12 | Greece | GR | GREE |
| 13 | Guam | GQ | GUAM |
| 14 | Hawaii | US89 ** | HAWI |
| 15 | Iceland | IC | ICEL |
| 16 | Italy | IT | ITAL |
| 17 | Japan—Central | JA01 | JA01 |
| 18 | Japan—South (Excludes Hokkaido) | JA02 | JA02 |
| 19 | Japan—North | JA03 | JA03 |
| 20 | Korea | KS | KORE |
| 21 | Kuwait | KU | KUWA |
| 22 | Netherlands, The | NL | NETH |
| 23 | Okinawa | JA96 | OKIN |
| 24 | Portugal | PO | PORT |
| 25 | Puerto Rico | RQ | PUER |
| 26 | Sardinia | IT20 | SARD |
| 27 | Sicily | IT10 | SICI |
| 28 | Spain | SP | SPAI |
| 29 | Turkey | TU | TURK |
| 30 | United Kingdom (England and Wales) | UK | ENGL |

*. Shipments to/from Alaska (Zone IV), rate area code US8142800, are currently moved as OTO only

** Note: US 891 is used for outer islands of Hawaii (for system purpose only), and they are handled as OTO.

Special Solicitation Channels

Table A-4. Special Solicitation Areas

| Origin | Destination | Rate Area | Type | COS |
|---------------------|---|-----------|------|---------|
| 1. BGAC – US2517770 | American Embassies | | UB | 8 (all) |
| | Africa South, Pretoria (TQDK) | SF | | |
| | Algeria, Algiers (TFDK) | AG | | |
| | Argentina, Buenos Aires (ZADK) | AR | | |
| | Austria, Vienna (VHDK) | AU | | |
| | Bahamas, Nassau (OADK) | BF | | |
| | Bangladesh, Dhaka (SAAC) | BG | | |
| | Barbados, Bridgetown (OVDK) | BB | | |
| | Bolivia, La Paz (ZBDK) | BL | | |
| | Brazil, Brazilia (ZCDK) | BR10 | | |
| | Brazil, Rio De Janeiro & Sao Paolo (ZDDK) | BR | | |
| | Bulgaria, Sofia (UJDK) | BU | | |
| | Cameroon, Yaoundé (IDDK) | CM | | |
| | Canada, Ottawa | CA | | |
| | Chad, N'Djamena | CD | | |
| | Chile, Santiago | CI | | |
| | Colombia, Bogotá (ZFDK) | CO | | |
| | Congo, Brazzaville (IADK) | CF | | |
| | Croatia, Zagreb (UKDL) | HR | | |
| | Cyprus, Nicosia (UWDK) | CY | | |
| | Czechoslovakia, Prague (VMBK) | EZ | | |
| | Denmark, Copenhagen (VEDK) | DA | | |
| | Dominican Republic, Santo Domingo (OLDK) | DR | | |
| | Ecuador, Quito (ZGDK) | EC | | |
| | Egypt, Cairo (TNDK) | EG | | |
| | El Salvador, San Salvador (OMDK) | ES | | |
| | Ethiopia, Addis Ababa (TADK) | ET | | |
| | Finland, Helsinki (VNDK) | FI | | |
| | France, Paris (VGDK) | FR | | |
| | Gabon, Libreville, (TYDK) | GB | | |
| | Ghana, Accra (TPDK) | GH | | |
| | Greece | GR | | |
| | Grenada | GJ | | |
| | Guatemala, Guatemala City (ONDK) | GT | | |
| | Haiti, Port Au Prince (OWDK) | HA | | |
| | Honduras, Tegucigalpa (OODK) | HO | | |
| | Hong Kong (SJDK) | HK | | |
| | Hungary, Budapest (VODK) | HU | | |
| | India, New Delhi (SBDK) | IN | | |
| | Indonesia, Jakarta (RCDK) | ID | | |
| | Ireland, Dublin (YTDK) | EI | | |
| | Israel, Tel Aviv (SHDK) | IS | | |
| | Ivory Coast, Abidjan (THDK) | IV | | |
| | Jamaica, Kingston (OXDK) | JM | | |
| | Jordan, Amman (SQDK) | JO | | |

| Origin | Destination | Rate Area | Type | COS |
|--------|----------------------------------|-----------|------|-----|
| | Kazakhstan, Astana (QCDK) | KZ | | |
| | Kenya, Nairobi (TMDK) | KE | | |
| | Kuwait, Kuwait (SLDK) | KU | | |
| | Lebanon, Beirut (SRDK) | LE | | |
| | Liberia, Monrovia (TCDK) | LI | | |
| | Luxembourg (VQDK) | LU | | |
| | Madagascar, Antananarivo (TLDK) | MA | | |
| | Malaysia, Kuala Lumpur (RDDK) | MY | | |
| | Mali, Bamako (TDDK) | ML | | |
| | Mauritius, Port Louis (RRDK) | MP | | |
| | Mexico, Mexico City (OYDK) | MX | | |
| | Morocco, Rabat (TEDK) | MO | | |
| | Myanmar, Rangoon (SIDK) | BM | | |
| | Nepal, Kathmandu (SKDK) | NP | | |
| | New Zealand, Christchurch (RENC) | NZ | | |
| | Nicaragua, Managua (OPDK) | NU | | |
| | Niger, Niamey (TIDK) | NG | | |
| | Nigeria, Lagos (TJDK) | NI | | |
| | Oman, Muscat (JXDK) | MU | | |
| | Pakistan, Islamabad (SEDK) | PK | | |
| | Pakistan, Karachi | PK10 | | |
| | Paraguay, Asuncion (ZHDK) | PA | | |
| | Peru, Lima (ZIDK) | PE | | |
| | Philippines, Manila (RFDN) | RP | | |
| | Poland, Warsaw (VDDK) | PL | | |
| | Romania, Bucharest (VPDK) | RO | | |
| | Russia, St. Petersburg | RS10 | | |
| | Russia, Vladivostok | RS20 | | |
| | Senegal, Dakar (TSDK) | SG | | |
| | Singapore, Republic Of (RIDK) | SN | | |
| | Somalia, Mogadiscio (IBDK) | SO | | |
| | South Africa, Cape town | SF10 | | |
| | Soviet Union, Moscow (STDK) | RS | | |
| | Sri Lanka, Colombo (SPDK) | CE | | |
| | Sudan, Khartoum (TWDK) | SU | | |
| | Sweden, Stockholm (VKAK) | SW | | |
| | Switzerland, Bern (VLDK) | SZ | | |
| | Switzerland, Geneva (VKCA) | SZ10 | | |
| | Syria, Damascus (SMDK) | SY | | |
| | Tanzania, Dar Es Salaam (TZDK) | TZ | | |
| | Thailand, Bangkok (RHDK) | TH | | |
| | Trinidad, Port of Spain (ZPDZ) | TD | | |
| | Tunisia, Tunis (TUDK) | TS | | |
| | Uganda, Kampala | UG | | |
| | Ukraine, Kiev (VTDK) | UP | | |
| | United Arab Emirates, Abu Dhabi | AE | | |
| | Uruguay, Montevideo (ZJDK) | UY | | |
| | Venezuela, Caracas (AKDK) | VE | | |
| | Vietnam, Hanoi (RDDZ) | VM | | |
| | Yemen, Rab Republic, Sana (SNDK) | YM | | |

| Origin | Destination | Rate Area | Type | COS |
|-------------------|--|-----------|------------|---------------|
| | Serbia, Belgrade (UKOK) | RB | | |
| | Zaire, Kinshasa (TVDK) | CG | | |
| | Zambia, Lusaka (TXDK) | ZA | | |
| | Zimbabwe, Harare | ZI | | |
| 2. Egypt (EG) | CONUS (Excluding multinational forces and observers, logistical support unit, and Sinai; multinational forces and observers and logistical support unit are located in Sinai) | | UB | 8 |
| 3. CONUS To/From | Egypt | EG | HHG | T |
| 4. CONUS To/From | South America | | UB/H HG | 4, T and 8 |
| | Argentina | AR | | |
| | Bolivia | BL | | |
| | Brazil | BR | | |
| | Chile | CI | | |
| | Columbia | CO | | |
| | Costa Rica | CS | | |
| | Ecuador | EC | | |
| | El Salvador | ES | | |
| | Guatemala | GT | | |
| | Honduras | HO | | |
| | Paraguay | PA | | |
| | Peru | PE | | |
| | Uruguay | UY | | |
| | Venezuela | VE | | |
| 5. Thailand (TH) | CONUS | | UB/H HG | 4, 8 |
| 6. CONUS To/From | Singapore | SN | UB/H HG | 4, 8 |
| 7. CONUS To/From | Greece | GR | UB/H HG | 4, 8 |
| 8. CONUS To/From | Saudi Arabia | SA | UB | 8 |
| 9. CONUS To/From | Qatar | QA | UB | 8 |
| 10. CONUS To/From | Kuwait | KU | UB | 8 |
| Note | See Table A-5 For CONUS Listing For Special Solicitation. | | | |

Table A-5: CONUS Regions for Special Solicitation

| No | Rate area name | Rate area code | Abbreviated name |
|----|----------------------|----------------|------------------|
| 1 | Alabama | US47 | AL |
| 2 | Arizona | US79 | AZ |
| 3 | Arkansas | US60 | AR |
| 4 | California-North | US87 | CAn |
| 5 | California-South | US88 | CAs |
| 6 | Colorado | US74 | CO |
| 7 | Connecticut | US16 | CT |
| 8 | Delaware | US22 | DE |
| 9 | District Of Columbia | US24 | DC |
| 10 | Florida-North | US49 | FLn |
| 11 | Florida-South | US4964400 | FLs |
| 12 | Georgia | US45 | GA |
| 13 | Idaho | US83 | ID |
| 14 | Illinois | US38 | IL |
| 15 | Indiana | US36 | IN |
| 16 | Iowa | US53 | IA |
| 17 | Kansas | US58 | KS |
| 18 | Kentucky | US28 | KY |
| 19 | Louisiana | US64 | LA |
| 20 | Maine | US11 | ME |
| 21 | Maryland | US23 | MD |
| 22 | Massachusetts | US14 | MA |
| 23 | Michigan | US30 | MI |
| 24 | Minnesota | US50 | MN |
| 25 | Mississippi | US48 | MS |
| 26 | Missouri | US56 | MO |
| 27 | Montana | US70 | MT |
| 28 | Nebraska | US55 | NE |
| 29 | Nevada | US86 | NV |
| 30 | New Hampshire | US12 | NH |
| 31 | New Jersey | US19 | NJ |
| 32 | New Mexico | US77 | NM |

Table A-5: CONUS Regions for Special Solicitation (continued)

| No | Rate area name | Rate area code | Abbreviated name |
|----|----------------|----------------|------------------|
| 33 | New York | US17 | NY |
| 34 | North Carolina | US40 | NC |
| 35 | North Dakota | US51 | ND |
| 36 | Ohio | US34 | OH |
| 37 | Oklahoma | US62 | OK |
| 38 | Oregon | US85 | OR |
| 39 | Pennsylvania | US20 | PA |
| 40 | Rhode Island | US15 | RI |
| 41 | South Carolina | US44 | SC |
| 42 | South Dakota | US52 | SD |
| 43 | Tennessee | US42 | TN |
| 44 | Texas-North | US66 | TX _n |
| 45 | Texas-South | US68 | TX _s |
| 46 | Utah | US76 | UT |
| 47 | Vermont | US13 | VT |
| 48 | Virginia | US25 | VA |
| 49 | Washington | US84 | WA |
| 50 | West Virginia | US27 | WV |
| 51 | Wisconsin | US32 | WI |
| 52 | Wyoming | US72 | WY |

Appendix B**CONUS and OCONUS Water Ports & Location for Special Solicitation****Table B.1: CONUS and OCONUS Water Ports**

| CONUS Ports | OCONUS Ports |
|-----------------------------------|---------------------|
| Baltimore | Agana |
| Charleston | Algeciras |
| Houston | Bremerhaven |
| Jacksonville | Cadiz |
| Los Angeles (Includes Long Beach) | Catania |
| Miami | Cristobal |
| New Orleans | Felixstowe |
| New York | Honolulu |
| Norfolk | Inchon |
| San Francisco (Includes Oakland) | Iraklion |
| Savannah | Iskenderun |
| Seattle | Istanbul |
| Toledo | Izmir |
| | La Maddalena |
| | Leghorn |
| | Naha |
| | Naples |
| | Piraeus |
| | Pusan |
| | Rota |
| | Rotterdam |
| | San Juan |
| | Yokohama |
| | Yokosuka |

Table B.2: CONUS states for frustrated shipment

| No | Rate area name | Rate area code | Abbreviated name |
|----|----------------------|----------------|------------------|
| 1 | Alabama | US47 | AL |
| 2 | Arizona | US79 | AZ |
| 3 | Arkansas | US60 | AR |
| 4 | California-North | US87 | CAn |
| 5 | California-South | US88 | CAs |
| 6 | Colorado | US74 | CO |
| 7 | Connecticut | US16 | CT |
| 8 | Delaware | US22 | DE |
| 9 | District Of Columbia | US24 | DC |
| 10 | Florida-North | US49 | FLn |
| 11 | Florida-South | US4964400 | FLs |
| 12 | Georgia | US45 | GA |
| 13 | Idaho | US83 | ID |
| 14 | Illinois | US38 | IL |
| 15 | Indiana | US36 | IN |
| 16 | Iowa | US53 | IA |
| 17 | Kansas | US58 | KS |
| 18 | Kentucky | US28 | KY |
| 19 | Louisiana | US64 | LA |
| 20 | Maine | US11 | ME |
| 21 | Maryland | US23 | MD |
| 22 | Massachusetts | US14 | MA |
| 23 | Michigan | US30 | MI |
| 24 | Minnesota | US50 | MN |
| 25 | Mississippi | US48 | MS |
| 26 | Missouri | US56 | MO |
| 27 | Montana | US70 | MT |
| 28 | Nebraska | US55 | NE |
| 29 | Nevada | US86 | NV |
| 30 | New Hampshire | US12 | NH |
| 31 | New Jersey | US19 | NJ |
| 32 | New Mexico | US77 | NM |

Table B-2: CONUS states for frustrated shipment (continued)

| No | Rate area name | Rate area code | Abbreviated name |
|----|----------------|----------------|------------------|
| 33 | New York | US17 | NY |
| 34 | North Carolina | US40 | NC |
| 35 | North Dakota | US51 | ND |
| 36 | Ohio | US34 | OH |
| 37 | Oklahoma | US62 | OK |
| 38 | Oregon | US85 | OR |
| 39 | Pennsylvania | US20 | PA |
| 40 | Rhode Island | US15 | RI |
| 41 | South Carolina | US44 | SC |
| 42 | South Dakota | US52 | SD |
| 43 | Tennessee | US42 | TN |
| 44 | Texas-North | US66 | TXn |
| 45 | Texas-South | US68 | TXs |
| 46 | Utah | US76 | UT |
| 47 | Vermont | US13 | VT |
| 48 | Virginia | US25 | VA |
| 49 | Washington | US84 | WA |
| 50 | West Virginia | US27 | WV |
| 51 | Wisconsin | US32 | WI |
| 52 | Wyoming | US72 | WY |

Table B-3. OCONUS Regions and Location Codes for Frustrated Shipments

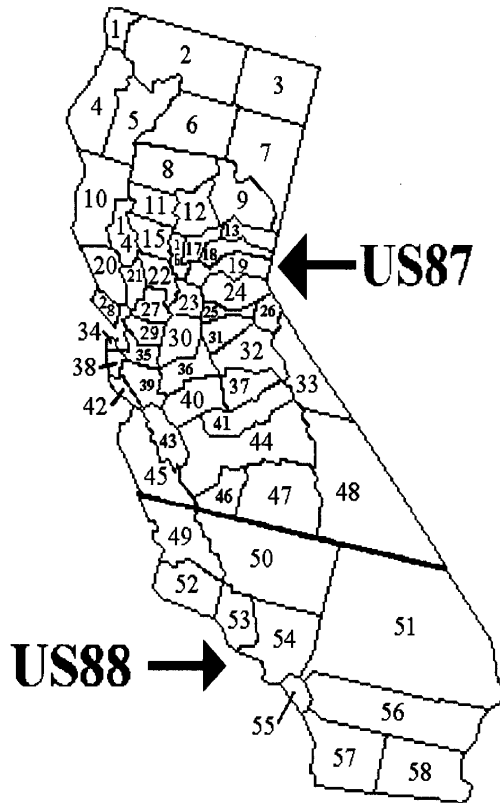
| No | Rate area name | Rate area code | Abbreviated name |
|----|------------------------------------|----------------|------------------|
| 1 | Alaska (Zone) I | US8101000 | AL01 |
| 2 | Alaska (Zone) II | US8190100 | AL02 |
| 3 | Alaska (Zone) III | US8050500 | AL03 |
| 4 | Alaska (Zone) V* | US8030400 | AL05 |
| 5 | Australia | AS11 | AU11 |
| 6 | Australia | AS21 | AU21 |
| 7 | Azores | PO01 | AZOR |
| 8 | Bahrain | BAH | BAHR |
| 9 | Belgium | BE | BELG |
| 10 | Crete | GR29 | GREE |
| 11 | Germany | GE | GERM |
| 12 | Greece | GR | GREE |
| 13 | Guam | GQ | GUAM |
| 14 | Hawaii | US89 | HAWI |
| 15 | Iceland | IC | ICEL |
| 16 | Italy | IT | ITAL |
| 17 | Japan—Central | JA01 | JA01 |
| 18 | Japan—South (Excludes Hokkaido) | JA02 | JA02 |
| 19 | Japan—North | JA03 | JA03 |
| 20 | Korea | KS | KORE |
| 21 | Kuwait | KWT | KUWA |
| 22 | Netherlands, The | NL | NETH |
| 23 | Okinawa | JA96 | OKIN |
| 24 | Portugal | PO | PORT |
| 25 | Puerto Rico | RQ | PUER |
| 26 | Sardinia | IT20 | SARD |
| 27 | Sicily | IT10 | SICI |
| 28 | Spain | SP | SPAI |
| 29 | Turkey | TU | TURK |
| 30 | United Kingdom (England and Wales) | UK | ENGL |

*. Shipments to/from Alaska (Zone IV), rate area code US8142800, are currently moved as OTO only

Appendix C

Maps for Split Domestic States

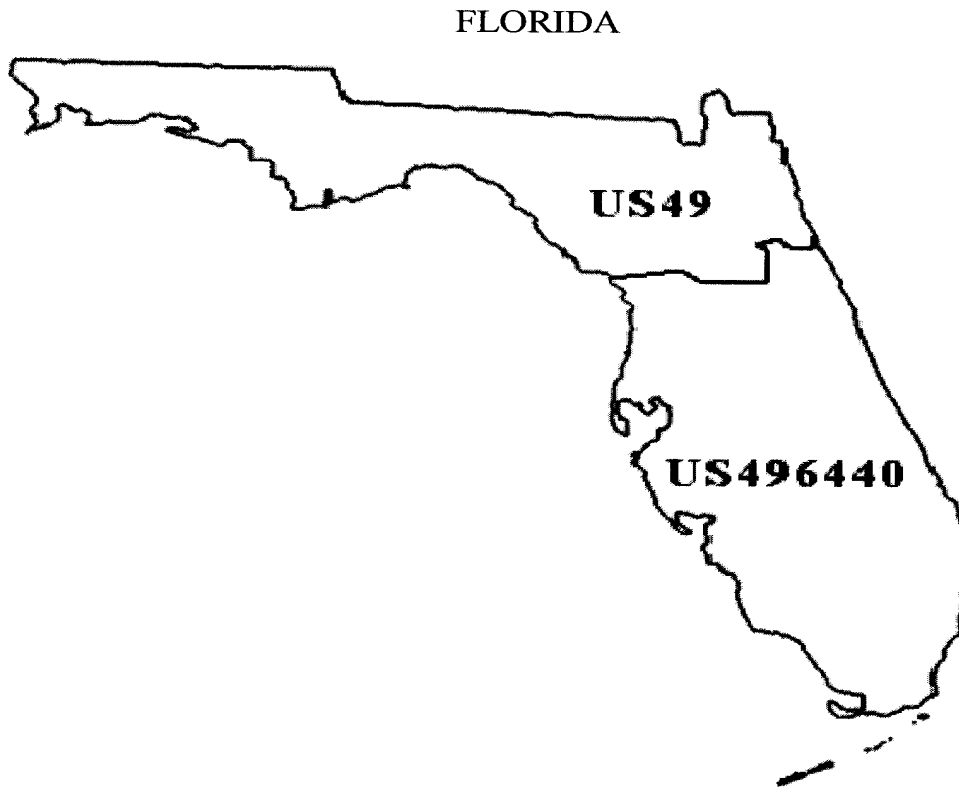
CALIFORNIA



COUNTIES

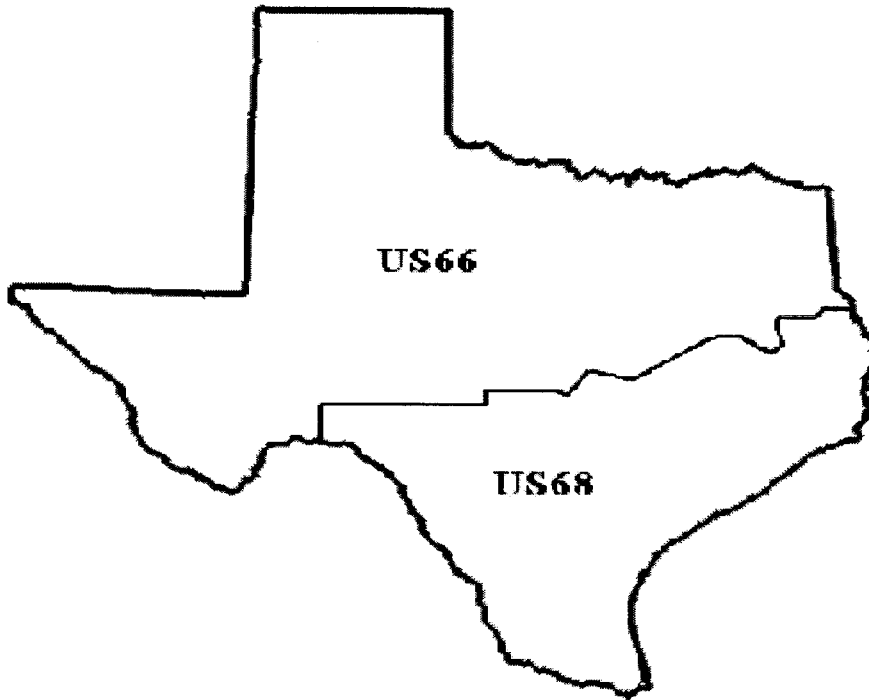
| | | | |
|---------------|------------------|-------------------|---------------------|
| 1. Del Norte | 17. Yuba | 33. Mono | 49. San Luis Obispo |
| 2. Siskiyou | 18. Nevada | 34. San Francisco | 50. Kern |
| 3. Modoc | 19. Placer | 35. Alameda | 51. San Bernardino |
| 4. Humboldt | 20. Sonoma | 36. Stanislaus | 52. Santa Barbara |
| 5. Trinity | 21. Napa | 37. Mariposa | 53. Ventura |
| 6. Shasta | 22. Yolo | 38. San Mateo | 54. Los Angeles |
| 7. Lassen | 23. Sacramento | 39. Santa Clara | 55. Orange |
| 8. Tehama | 24. El Dorado | 40. Merced | 56. Riverside |
| 9. Plumas | 25. Amador | 41. Madera | 57. San Diego |
| 10. Mendocino | 26. Alpine | 42. Santa Cruz | 58. Imperial |
| 11. Glenn | 27. Solano | 43. San Benito | |
| 12. Butte | 28. Marin | 44. Fresno | |
| 13. Sierra | 29. Contra Costa | 45. Monterey | |
| 14. Lake | 30. San Joaquin | 46. Kings | |
| 15. Colusa | 31. Calaveras | 47. Tulare | |
| 16. Sutter | 32. Tuolumne | 48. InYo | |

* Asterisk identifies PPSO located in an adjacent state controlling traffic in the rate area indicated.



| US49 | | | US496440 | | |
|----------|-----------|------------|-----------|--------------|----------|
| Alachua | Gadsden | Nassau | Brevard | Hillsborough | Pinellas |
| Baker | Gilchrist | Okaloosa | Broward | Indian River | Polk |
| Bay | Gulf | Putnam | Charlotte | Lake | Sarasota |
| Bradford | Hamilton | Santa Rosa | Citrus | Lee | Seminole |
| Calhoun | Holmes | StJohns | Collier | Manatee | St Lucie |
| Clay | Jackson | Suwannee | Date | Martin | Sumter |
| Columbia | Jefferson | Taylor | Desoto | Monroe | Valusia |
| Dixie | Leon | Union | Glades | Okeechobee | |
| Duval | Levy | Wakulla | Hardee | Orange | |
| Escambia | Liberty | Walton | Hendry | Osceola | |
| Flagler | Madison | Washington | Hernando | Palm Beach | |
| Franklin | Marion | | Highlands | Pasco | |

TEXAS

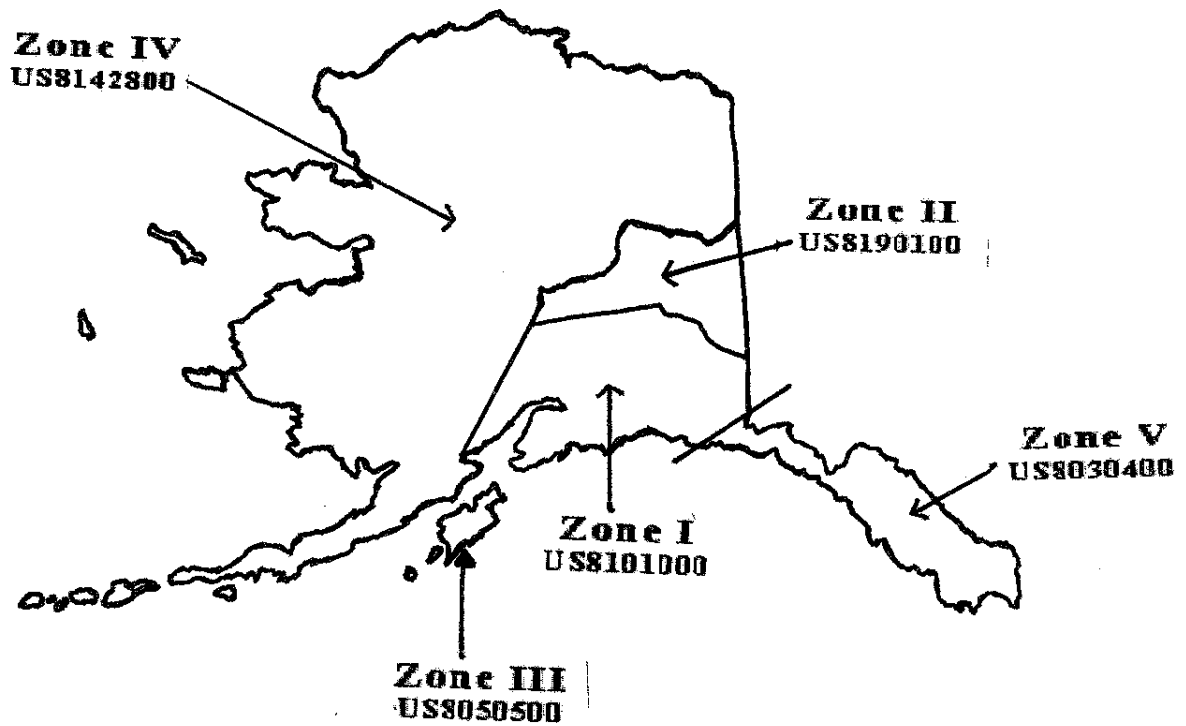


Texas Counties:

| US66 North Texas | | | |
|-------------------------|------------|------------|--------------|
| Anderson | Ector | Lamar | Shackelford |
| Andrews | El Paso | Lamb | Sherman |
| Archer | Ellis | Lanpasas | Smith |
| Armstrong | Erath | Limestone | Somervell |
| Bailey | Falls | Lipscomb | Stephens |
| Baylor | Fannin | Llano | Sterling |
| Bell | Fisher | Loving | Stonewall |
| Borden | Floyd | Lubbock | Sutton |
| Bosque | Foard | Lynn | Swisher |
| Bowie | Franklin | Mantague | Tarrant |
| Brewster | Freestone | Marion | Taylor |
| Briscoe | Gaines | Martin | Terrell |
| Brown | Garza | Mason | Terry |
| Burnet | Gray | McCulloch | Throckmorton |
| Callahan | Grayson | McLennan | Titus |
| Camp | Green | Menard | Upshur |
| Carson | Greg | Midland | Upton |
| Cass | Hale | Mills | Van Zandt |
| Castro | Hall | Mitchell | Ward |
| Cherokee | Hamilton | Moore | Wheeler |
| Childress | Hansford | Morris | Wichita |
| Classcock | Hardeman | Motley | Wilbarger |
| Clay | Harrison | Navarro | Winkler |
| Cochran | Hartley | Nolan | Wise |
| Coke | Haskell | Ochiltree | Wood |
| Coleman | Henderson | Oldham | Yoakum |
| Colin | Hephill | Palo Pinto | Young |
| Collingsworth | Hill | Panola | |
| Comanche | Hockley | Parker | |
| Concho | Hood | Parmer | |
| Cooke | Hopkins | Pecos | |
| Coryell | Howard | Potter | |
| Cottle | Hudspeth | Presidio | |
| Crockett | Hunt | Rains | |
| Crosby | Hutchinson | Randall | |
| Culberson | Irion | Reagan | |
| Dallam | Jack | Red River | |
| Dallas | Jeff Davis | Reeves | |
| Dawson | Johnson | Roberts | |
| Deaf Smith | Jones | Ruckwall | |
| Delta | Kaufman | Runnels | |
| Denton | Kent | Rusk | |
| Dickens | Kimble | San Saba | |
| Donley | King | Schleicher | |
| Eastland | Knox | Scurry | |

| US68 South Texas | | |
|-------------------------|---------------|------------|
| Anderson | Kendall | Williamson |
| Angelina | Kenedy | Wilson |
| Atascosa | Kerr | Zapata |
| Austin | Kinney | Zavala |
| Bandera | Kleberg | |
| Bastrop | La Salle | |
| Bee | Lavaca | |
| Bexar | Lee | |
| Blanco | Leon | |
| Brazoria | Liberty | |
| Brazos | Live Oak | |
| Brooks | Madison | |
| Burleson | Matagorda | |
| Caldwell | maverick | |
| Calhoun | McMullen | |
| Cameron | Medina | |
| Chambers | Milam | |
| Colorado | Montgomery | |
| Comal | Nacogdoches | |
| Crane | Newton | |
| DeWitt | Nueces | |
| Dimmit | Orange | |
| Duval | Polk | |
| Edwards | Real | |
| Fayette | Refugio | |
| Fort Bend | Robertson | |
| Frio | Sabine | |
| Galveston | San Augustine | |
| Gillespie | San Jacinto | |
| Goliad | San Patricio | |
| Gonzales | Shelby | |
| Grimes | Starr | |
| Guadalupe | Travis | |
| Hardin | Trinity | |
| Harris | Tyler | |
| Hays | Uvalde | |
| Hidalgo | Val Verde | |
| Houston | Victoria | |
| Jackson | Walker | |
| Jasper | Waller | |
| Jefferson | Washington | |
| Jim Hogg | Webb | |
| Jim Wells | Wharton | |
| Karnes | Willary | |

ALASKA



ZONE CODE

ZONE

US8101000
US8190100
US8050500
US8142800 (OTO ONLY AREA)
US8030400

Zone I
Zonell
Zone III
Zone IV
Zone V